



What's Next?

As the first five work papers are prepared, further steps in the update process will be defined and scheduled and discussed with everyone interested in the process. The update will be a challenging task because to propose investment choices and strategies asks much more of the participants in the update program than the "unconstrained" listing of needs and approaches followed in 2002. We expect broad and spirited discussion of the update process as well as its eventual outcomes. Look for more information – and discussion – soon.

For more information or to provide your suggestions contact:

Charlie Howard, Director

Strategic Planning & Programming Division
(360) 705-7958
howardc@wsdot.wa.gov

Elizabeth Robbins, Manager

Policy Development & Regional Coordination
(360) 705-7371
robbins@wsdot.wa.gov



**Washington State
Transportation Commission**

Questions

How can public officials, transportation organizations and interested citizens stay in touch with the planning process and offer their questions, comments and suggestions? This will be highlighted on a dedicated web site, similar to the successful process that WSDOT used for the recent evaluation of HOV hours of operation in the central Puget Sound area. At the web site you will be able to find:

- Regular bulletins on progress
- Draft work products
- Opportunities to comment
- Letters and emails we've received so others can see the full dialogue
- Notices and records of meetings as well as other "public involvement" activities
- Links to related sites and location of pertinent resources
- Final work products

Washington's Transportation Plan

Our web site URL is

www.wsdot.wa.gov/planning/wtp/



**Washington State
Department of Transportation**

What is Washington's Transportation Plan?

Washington's Transportation Plan (WTP) is a blueprint for transportation programs and spending. The plan was most recently issued in February 2002 for the 2003-2022 planning period. The plan covers all modes of Washington's transportation system: roadways, ferries, public transportation, aviation, freight rail, passenger rail, marine ports and navigation, bicycles and pedestrians. The WTP is required by state and federal law to be regularly updated. The update for a new plan to be issued in 2005 is now beginning.

Why are we updating the plan?

With the passage of the 2003 transportation-funding package, the Legislature committed to a significant new investment in Washington's transportation future with a list of projects to be financed and built with new revenue over the next ten years. WSDOT's 10-year capital investment program now totals over \$10 billion, including \$4 billion of new project spending from the 2003 funding package. Along with investments considered for the proposed Regional Transportation Investment District in the Puget Sound region, this will go a long way toward addressing the state's most pressing transportation needs. But, even as WSDOT is prepared to deliver this program of projects, a plan must be prepared that will look to additional investment needs and propose choices and strategies best designed for the longer-term future.

Who will develop the plan update?

This is a statewide plan to be developed by the Washington State Department of Transportation for consideration and adoption by the Washington State Transportation Commission. WSDOT and the Commission will be developing guidance for the planning process to assure appropriate parameters of statewide consistency in the planning approach. Meanwhile, cities and counties, regional transportation planning organizations (RTPOs), tribal nations, and transit systems and other key transportation providers across the state will help to match plan expectations to local needs and circumstances. The public at large also has a major role to play in commenting on and helping to shape the plan.

What to look for in this update

The WTP for 2003-2022 adopted in February 2002 itemized an array of needs and a long list of proposed projects, but offered little guidance for actual investment choices in a world of limited funding. WSDOT and the Commission will attempt in the plan update to propose project choices and priorities matched against realistic potential levels of transportation investment.

What's the schedule?

The plan will be the building block for WSDOT's preparation of a proposed biennial 07-09 transportation budget and will need to be completed by the fall of 2005. For detailed information on the schedule and how to stay in touch with the update, visit the WTP update web page www.wsdot.wa.gov/planning/wtp/.



**Washington State
Department of Transportation**

Work Plan

How does this compare to the previous decade?*

Here is how available resources for the next 10 years compare to what was invested roughly over the previous decade (1991-2002)

WSDOT Investment 1991 - 2002	millions of dollars
Highway Preservation	
• Refurbishment of rest areas, stabilizing slopes, improving drainage & managing mechanical systems for safe & efficient highways	\$420
• Washington State Ferries - Investment	

Current Level 10th Amendment Restricted Funds

Historical State 10th Amendment Restricted Funds

Current Level

The gap between transportation needs and capital investment is...

The First Steps

Five preliminary work reports have been outlined to analyze the current circumstances

investment proposals. This body of institutional direction has been built up over many years and is not entirely consistent – an important point of reckoning for the planning process.

continued to analyze the current circumstances and trends to set the context for the balance of the plan development.

Charting the Financial Map

Several aspects of transportation funding will be analyzed including historical sources; sources available now and in the future under the state's current tax structure; and scenarios for potential additional funding. Transportation funding in this state received a major boost from the 2003 transportation-funding package. A new federal surface transportation act will also likely be enacted during this update period. A scenario model and charts like those shown in this paper were created by WSDOT to support the Legislature in crafting the 2003 funding package. This work report should provide similar tools and information for an expanded and improved picture of the funding prospects.

Understanding Demands and Expectations on Our Transportation System

The conditions and likely trends facing our future transportation system are key to shaping a statewide plan. The statewide transportation system faces pressures in two ways. The first is a result of growth and change: the state's population is growing and its demographic composition is changing. The state's economy and trade patterns are also evolving in many ways. All these developments create demands on our transportation system. The second is the result of the aging of the existing system itself: our existing infrastructure is growing older and obsolete, and we will be facing extraordinary needs to preserve and rehabilitate our bridges, pavements, ferries, and other transportation assets. Understanding the full range of demands placed upon the system sets the stage for proposing specific investment choices.

A scenario model and charts like those shown in this paper were

6¢ gas tax increase in King, Snohomish and Pierce counties would support about 10 years of capital improvements.

County Executives, Business and Civic Leaders, RTD Decision-makers drawn from County Councils. Alignment must grow.

financing provisions (such as impact fees) been used, and are they adequate and meeting their intended purpose?" "How effectively have statewide transportation needs, including freight mobility, protecting airports from encroachments, siting statewide transportation improvements, and others, been communicated and reflected in local planning?" "How can the new plan bring growth management planning and transportation planning into greater harmony?"

Congestion Relief Analysis

An analysis of congestion in the Central Puget Sound, Vancouver, and Spokane urban areas will be prepared. This study will define the congestion problem and outline potential solutions. The state legislature

State Gas Tax and Other 18th Amendment Sources

Summary of current 18th amendment funds available for capital investment.

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	10-Year Total 2004-2013
Cash	95	105	93	106	115	137	148	176	171	188	1,334
Bonds Proceeds*	132	122	19	19	115	137	148	176	171	188	1,334
Subtotal	218	227	112	127	115	137	148	176	171	188	2,668
Federal Funds	316	316	275	275	300	300	307	314	314	314	3,024
Other	33	33	10	10	5	5	5	5	5	5	115
Totals*	\$567	\$576	\$396	\$411	\$419	\$442	\$460	\$488	\$490	\$507	\$4,756

*Bond sale proceeds are based on request; remaining cash proceeds to either the planning page, or other sources.

Summary for 10-Year Sources \$4.8 billion

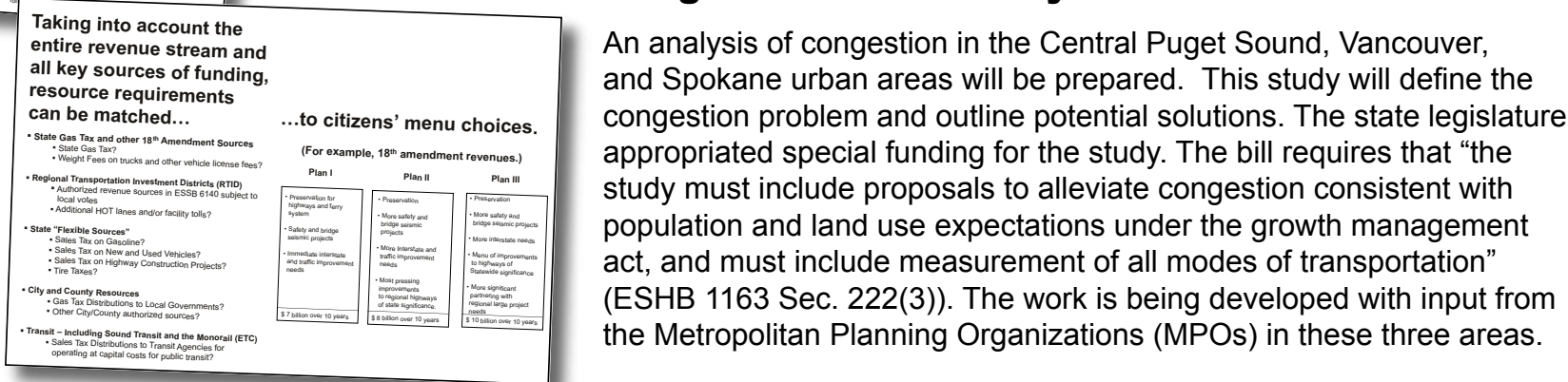
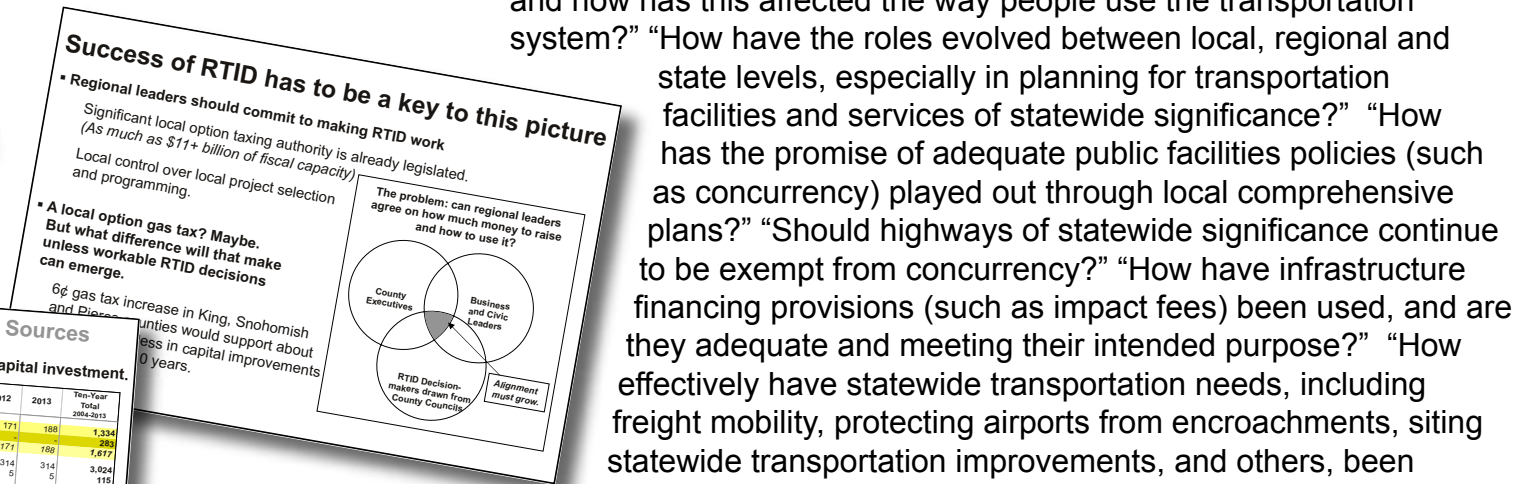
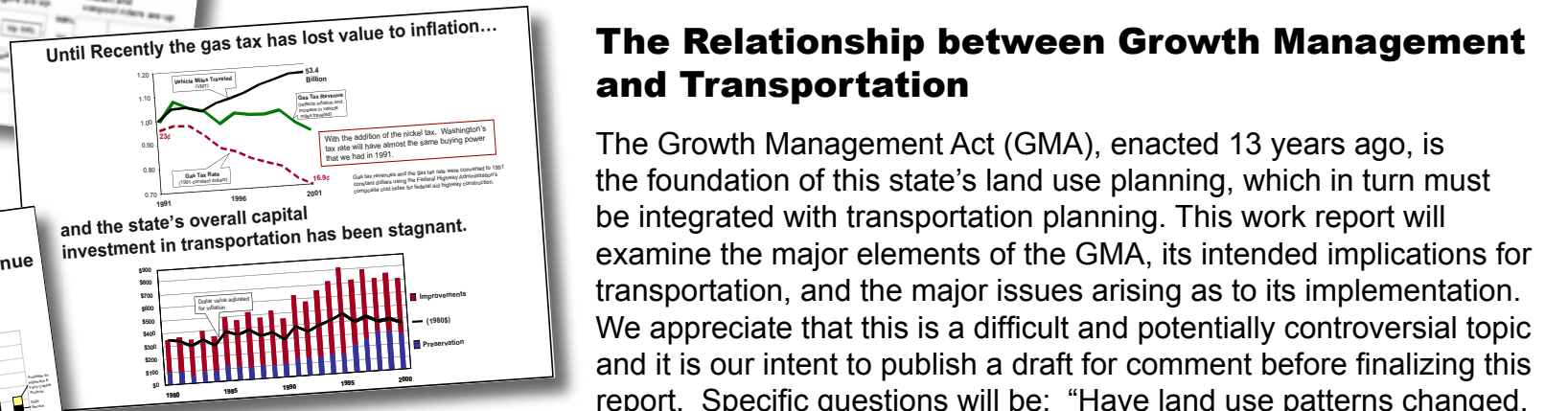
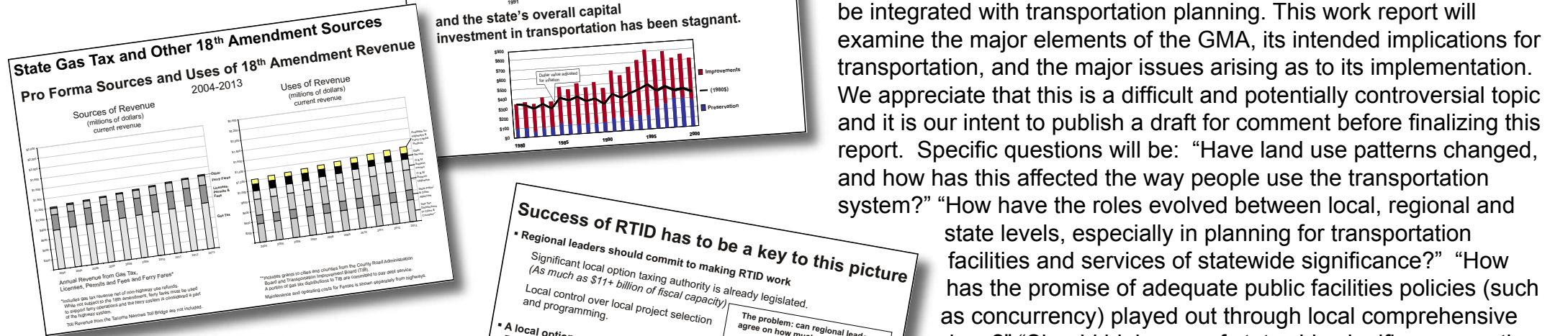
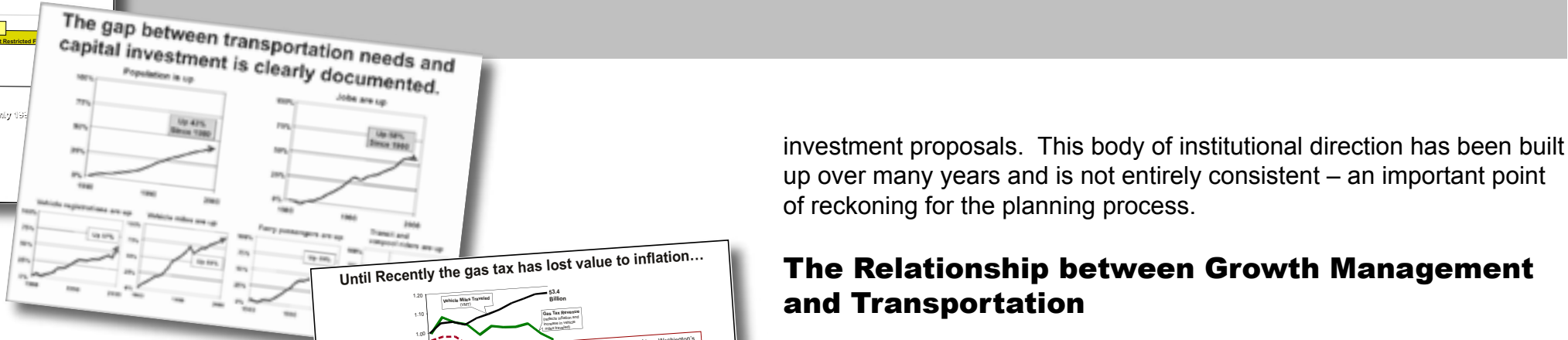
Other 2%
Cash 19%
Bonds Proceeds* 4%
Federal Funds 42%

The present value of this stream of funds for investment (assuming 3% discount rate) as of July 1, 2003 is approximately \$4.1 billion

Taking into account the entire revenue stream and all key sources of funding, resource requirements can be matched.

Direction the Legislature Has Given for Transportation Planning

This work report will provide an overview of the many statutes and instructions from state law and also federal law that shape the state transportation planning process and the development of specific



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The Relationship between Growth Management and Transportation

The Growth Management Act (GMA), enacted 13 years ago, is the foundation of this state's land use planning, which in turn must be integrated with transportation planning. This work report will examine the major elements of the GMA, its intended implications for transportation, and the major issues arising as to its implementation. We appreciate that this is a difficult and potentially controversial topic and it is our intent to publish a draft for comment before finalizing this report. Specific questions will be: "Have land use patterns changed, and how has this affected the way people use the transportation system?" "How have the roles evolved between local, regional and state levels, especially in planning for transportation facilities and services of statewide significance?" "How has the promise of adequate public facilities policies (such as concurrency) played out through local comprehensive plans?" "Should highways of statewide significance continue to be exempt from concurrency?" "How have infrastructure financing provisions (such as impact fees) been used, and are they adequate and meeting their intended purpose?" "How effectively have statewide transportation needs, including freight mobility, protecting airports from encroachments, siting statewide transportation improvements, and others, been communicated and reflected in local planning?" "How can the new plan bring growth management planning and transportation planning into greater harmony?"

Congestion Relief Analysis

An analysis of congestion in the Central Puget Sound, Vancouver, and Spokane urban areas will be prepared. This study will define the congestion problem and outline potential solutions. The state legislature appropriated special funding for the study. The bill requires that “the study must include proposals to alleviate congestion consistent with population and land use expectations under the growth management act, and must include measurement of all modes of transportation” (ESHB 1163 Sec. 222(3)). The work is being developed with input from the Metropolitan Planning Organizations (MPOs) in these three areas.